

# Feeders Ready

**Turner and Bonanza plan scheduled DC-3 operations this fall.**

Two more short-haul carriers, one in the midwest and the other in the far west, plan to inaugurate regularly-scheduled operations with a conventional transport-type equipment this fall.

Turner Airlines, Inc., Indianapolis, hopes to begin service over its feeder routes within the next month, using 21-passenger DC-3s. The company's links are between Cincinnati and Grand Rapids, Mich.; and between Louisville, Ky., and Chicago. Initial operations (two roundtrips daily) will be on the northern portions of the system—from Indianapolis to Chicago and Grand Rapids.

► **Nevada Carrier**—Bonanza Air Lines, Las Vegas, Nev., plans to start scheduled operations between Reno, Nev., and Phoenix, Ariz., with 26-passenger DC-3s by November. The carrier has been operating regular intrastate service between Las Vegas and Reno since the summer of 1946 but was not granted an interstate certificate until last June.

CAB recently approved transfer of Roscoe Turner Aeronautical Corp.'s feeder certificate to Turner Airlines. The franchise was originally issued to Roscoe Turner Aeronautical Corp. in February, 1948, but previous plans to inaugurate service under it fell through because of financing difficulties.

President of Turner Airlines is Col. Roscoe Turner, speed flyer and fixed base operator. R. Paul Weesner, president of Nationwide Air Transport Service, a Miami-based contract and non-scheduled carrier, is executive vice president and actual operating head of Turner Airlines.

The feederline's certificate is now scheduled to expire on Feb. 6, 1951.

► **Stock Distribution**—The agreement transferring the feeder certificate provides that Roscoe Turner Aeronautical Corp. will receive 20,000 shares, or 25 percent of the outstanding stock of Turner Airlines, for the franchise. Four DC-3s, spare engines, parts and radio equipment now owned by Nationwide Air Transport Service will be made available to Turner Airlines by Weesner interests in exchange for 60,000 shares (the remaining 75 percent of the outstanding stock) of the feeder company.

In approving the certificate transfer, CAB specified that Nationwide Air Transport Service must surrender its letter of registration as a large irregular carrier within six months and must not engage in any air transportation thereafter. In the alternative, the Weesner family interests must divest themselves of control of Nationwide Air Transport Service to eliminate any common control of Turner Airlines and the uncertificated operator.

► **Contract Operations**—Nationwide has been operating as a contract carrier since February, 1946. It has had contracts with the Department of Agriculture to fly farm workers recruited in the Caribbean area to the U. S. and home again.

U. S. Immigration and Naturalization Service has used Nationwide to transport deportees (mostly Latin Americans) to their own countries. The carrier controls two subsidiaries in Miami and Brownsville, Tex., which are engaged in aircraft maintenance and overhaul. Recently Nationwide has carried fruit, vegetables, shrimp and other cargo—on a nonscheduled basis between points within the U. S. and between Mexico and the U. S.

CAB said it realized that to require Nationwide to dissolve its nonscheduled operations would probably result in a heavy loss to the company. But the Board believes it is not in the public interest to approve control of a feeder by a large irregular air carrier.

► **TWA-Bonanza Deal**—Early activation of Bonanza Air Lines hinges on CAB approval of an agreement the carrier has made to take over TWA's Phoenix-Las Vegas link. The arrangement would continue for the life of Bonanza's three-year temporary certificate or for as long as Bonanza holds its CAB franchise.

In designating Bonanza for a certificate last spring, CAB said the franchise would not be issued until the carrier made a satisfactory agreement with TWA to take over the Phoenix-Las Vegas operation and until the Nevada company could show it had adequate financial resources. Proof of adequate financial resources will be made available shortly, Bonanza president Edmund Converse told the Board.